

STAC Program Distribution Subcommittee

Program Distribution Recommendations

October 8, 2013

Transportation Alternatives Program (TAP)

Program Overview: TAP wraps pre-MAP-21 programs into a single, flexible funding for alternatives to traditional highway construction.

Distribution Methodology: Per federal statute, 50% of funds are flexible and can be spent anywhere in the State, and 50% of funds must be spent in areas on the basis of population. Transportation Management Area (TMA) MPOs receive a suballocation based on the share of the 50% population-based funds attributable to the population of the Urbanized Area (UZA) associated with each TMA. The remaining population-based funds are distributed to Regions on the basis of population. Flexible funds are distributed to Regions using 45% VMT / 40% Lane Miles / 15% Truck VMT. The Region allocation is a combination of flexible funds and population-based funds.

Estimated TAP	
Suballocation (31.8%)	% of Suballocation
DRCOG	74.2%
NFR	8.3%
PPACG	17.5%
TOTAL	100.0%
Region Allocation (68.2%)	% of Region Allocation
Region 1	25.2%
Region 2	19.3%
Region 3	19.1%
Region 4	27.7%
Region 5	8.7%
TOTAL	100.0%

Congestion Mitigation and Air Quality Improvement Program (CMAQ)

Program Overview: CMAQ is flexible funding source for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for nonattainment and maintenance areas.

Distribution Methodology: For suballocated funds, funds are allocated 80% to Ozone areas, 15% to CO areas, and 5% to PM-10 areas, consistent with past CMAQ distributions. PM-10 funds are divided evenly between urban recipients (DRCOG) and rural recipients. There is a minimum dollar base of \$200,000

(federal and local) for each rural PM-10 recipient. Ozone and CO funds are distributed on the basis of the population of air quality areas.

Estimated CMAQ*	
DRCOG	81.9%
NFRMPO	11.6%
PPACG	2.5%
Region 2 (PM-10)	0.5%
Region 3 (PM-10)	1.0%
Region 4 (UFR)	1.5%
Region 5 (PM-10)	1.0%

*If minimum dollar bases are not met, percentages will adjust to meet base.

Regional Priority Program (RPP)

Program Overview: RPP is flexible funding for use in Regions, in consultation with local elected officials and other stakeholders through the transportation planning process. The program is funded through annual Transportation Commission allocation.

Distribution Methodology: Allocation to CDOT Regions based on 45% VMT / 40% Lane Miles / 15% Truck VMT.

RPP	
Region 1	31.7%
Region 2	18.4%
Region 3	17.1%
Region 4	24.0%
Region 5	8.8%

Surface Transportation – Metro (STP-Metro)

Program Overview: Flexible funding source to fund transportation improvements in urban areas with populations greater than 200,000.

Distribution Methodology: Suballocation to Transportation Management Area (TMA) MPOs according to federal statute, based on the population of TMA Urbanized Areas (UZAs).

STP-Metro	
DRCOG	74.2%
NFRMPO	8.3%
PPACG	17.5%

Metropolitan Planning (Metro- PL)

Program Overview: The purpose of Metropolitan Planning funds is to carry out federal requirements and provide for a continuing, comprehensive, and cooperative (3-C) metropolitan transportation planning process. Metropolitan Planning funds are made available to each MPO.

Distribution Methodology: Suballocation to MPOs according to federal statute. Suballocation methodology agreed to by FHWA, FTA, CDOT, and MPOs in fall 2012. Based on the population of MPO UZAs, with a minimum dollar base of \$330,000 (federal and local) for Grand Valley MPO, and \$350,000 for PACOG.

Metro-PL*	
DRCOG	68.8%
GVMPO	3.3%
NFRMPO	9.9%
PPACG	14.5%
PACOG	3.5%

*If minimum dollar bases are not met, percentages will adjust to meet base.